



O'Rourke Engineering & Planning has received the comments for the Land Use Plan Amendment Traffic Analysis (dated March 16, 2021), Site-Specific Traffic Analysis (dated March 16, 2021), and Signal Warrant Analysis (Dated March 16, 2021) for the M & M Retail Development. Our response is outlined below.

In addition to editing the report to address your comments, we made a few additional changes that we want to point out to you. Those changes include project descriptions updated to match the land use in the trip generation table (some text references were one version out of data), updated the intersection geometrics at Driveway 2 to reflect aligning with the driveway on the west side of Kanner Highway, updated intersection analysis that included those geometrics.

### Land Use Plan Amendment Traffic Analysis

1. Please update the **Table 2b** to include the correct AM peak hour directional split for ITE LUC 857 (Discount Club).

The AM Peak Hour directional split for ITE LUC 857 (Discount Club) was revised to the correct 70/30 split. You will note the internal capture changed as a result. The net trips increased by 1. Therefore, all AM table were revised to reflect this change and the internal capture matrix was revised as well.

2. Please update **Table 6a and Table 6b** for roadway segments to show Willoughby Blvd from Salerno Rd to Pomeroy St as a 2-Lane undivided roadway per the Martin County Roadway LOS Inventory Report.

The lane description for Willoughby Blvd in Table 6a and Table 6b was revised to reflect the 2-lane section.

3. Please revise language within the "Five-Year Analysis -2025" and "Conclusion" sections of the report to include the updated trip generation potential for the site.

All text and analyses referencing the trip generation numbers have been revised to match the updated trip generation.

4. Please include the Allowable Pass-By Calculations within Appendix C of the site-specific report in the land-use plan amendment traffic analysis. Additionally, please revise the Allowable Pass-By Calculations to exclude background traffic growth.

The pass-by calculations have been included in Appendix B of the LUPA analysis. Based on further discussion, the background traffic growth was retained for purposes of this study.

### Site Specific Traffic Impact Analysis

1. Please update the **Table 2b** to include the correct AM peak hour directional split for ITE LUC 857 (Discount Club).

The AM Peak Hour directional split was revised to the correct 70/30 split.

2. Please revise the Allowable Pass-By Calculations within Appendix C of the report to exclude background traffic growth.

Based on further discussion, the background traffic growth was retained for purposes of this study.

### **Signal Warrant Analysis**

1. Please confirm that the "M&M Retail - Total Retail Land Use" daily trip generation calculations within Table 1 are accurate. It appears that they are different than what is shown in the site-specific traffic impact analysis.

The daily trip generation in the Signal Warrant is correct. It is presented differently than what is in the LUPA and TIA in that it only includes the total and external trips. It does not show the net external trips affected by pass-by.